

The Hongkong Telegraph.

(ESTABLISHED 1881.)

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SATURDAY, DECEMBER 31, 1904.

大拜禮

號一廿月二十年十英港

Single Copy, 10 CENTS.

Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.

CAPITAL SUBSCRIBED Yen 24,000,000
CAPITAL PAID-UP " 18,000,000
CAPITAL UNCALLED " 6,000,000
RESERVE FUND " 9,520,000

Head Office: YOKOHAMA.

Branches and Agencies.

TOKIO. KOBE.
NAGASAKI. LONDON.
LYONS. NEW YORK.
SAN FRANCISCO. HONOLULU.
BOMBAY. SHANGHAI.
TIENSIN. NEWCHANG.
PEKING. DALNY.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LD.
PARIS: THE UNION OF LONDON AND SMITHS BANK, LD.

HONGKONG BRANCH:—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent. per annum on the Daily Balance.
On fixed deposits for 12 months at 5 per cent.

TAKBO TAKAMICHI,

Manager.
Hongkong, 7th November, 1904. [21]

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$10,000,000
RESERVE FUND \$17,000,000
STERLING RESERVE \$10,000,000
SILVER RESERVE \$7,000,000
RESERVE LIABILITY OF PROPRIETORS \$10,000,000

COURT OF DIRECTORS:
A. J. RAYMOND, Esq., Chairman.
H. E. TOMKINS, Esq., Deputy Chairman.
E. GOES, Esq.
H. A. GRESSON, Esq.
A. HAUPT, Esq.
H. SCHUBERT, Esq.
E. SELLIN, Esq.

CHIEF MANAGER:
Hongkong—J. R. M. SMITH.

MANAGER:
Shanghai—H. M. BEVIS.

LONDON BANKERS:—LONDON AND COUNTY BANKING COMPANY, LIMITED.

HONGKONG:—INTEREST ALLOWED:
On Current Account at the rate of 2 per cent. per annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 2 1/2 per cent. per annum.
For 6 months, 3 per cent. per annum.
For 12 months, 4 per cent. per annum.

J. R. M. SMITH,
Chief Manager.
Hongkong, 20th August, 1904. [22]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3 1/2 per cent. per annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
J. R. M. SMITH,
Chief Manager.

Hongkong, 1st May, 1904. [23]

THE DEUTSCH ASIATISCHE BANK.

AUTHORIZED CAPITAL Sh. Tael 7,500,000

HEAD OFFICE: SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

BRANCHES:
Berlin, Calcutta, Hankow,
Tientsin, Tsingtau (Kiautschou).

LONDON BANKERS:
Messrs. N. M. ROTHSCHILD & SONS,
UNION OF LONDON AND SMITHS BANK, LTD.,
DEUTSCHE BANK (BERLIN), LONDON AGENCY
DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account.
DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

H. FIGGE,
Manager.
Hongkong, 12th August, 1904. [25]

Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSEN & Co.
Hongkong, 28th May, 1904. [52]

INTERNATIONAL BANKING CORPORATION.

CAPITAL, SURPLUS AND UNDIVIDED PROFITS.
GOLD \$7,897,391.30—about £1,615,000.

CAPITAL AND SURPLUS AUTHORIZED.
GOLD \$10,000,000—£2,055,000.

HEAD OFFICE:
1, WALL STREET, NEW YORK.

LONDON OFFICE:
THREADENEEDLE HOUSE, E.C.

BRANCHES AT:
SAN FRANCISCO, WASHINGTON,
MEXICO, PANAMA, MANILA, CEBU,
SHANGHAI, SINGAPORE, PENANG,
YOKOHAMA, KOBE, BOMBAY,
CALCUTTA, CANTON.

AND AGENTS ALL OVER THE WORLD.

LONDON AND CONTINENTAL BANKERS:
NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED,
UNION OF LONDON AND SMITHS BANK, LTD.,
CREDIT LYONNAIS, DRESNER BANK,
COMPTOIR NATIONAL D'ESCOMPTE DE PARIS, &c.

THE Corporation transacts every Description of Banking and Exchange Business, receives Money in Current Account and issues Fixed Deposit Receipts either in Gold or Silver at Rates which may be ascertained on Application.

HONGKONG BRANCH:
20, DES VŒUX ROAD CENTRAL.
CHARLES R. SCOTT,
Manager.
Hongkong, 25th November, 1904. [19]

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE OF THE 12TH NOVEMBER, 1895.

Shanghai Tael.
SUBSCRIBED CAPITAL 5,000,000
PAID-UP CAPITAL 2,500,000

Head Office: SHANGHAI.

Branches and Agencies:
CANTON, PENANG,
CHEFOO, SINGAPORE,
HANKOW, TIENSIN,
PEKING.

THE Bank purchases and receives for collection Bills of Exchange drawn on the above places, and Sells Drafts and Telegraphic Transfers Payable at its Branches and Agencies.

HONGKONG BRANCH.
Advances made on approved securities. Bills discounted.

INTEREST ALLOWED ON DEPOSITS.
2 1/2 per annum Fixed Deposits for 3 months.
3 per annum " " " 6 months.
4 per annum " " " 12 months.

Acting Manager.
Hongkong, 17th May, 1904. [18]

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE: LONDON.

CAPITAL PAID-UP £800,000
RESERVE LIABILITY OF SHAREHOLDERS £800,000
RESERVE FUND £800,000

INTEREST ALLOWED ON CURRENT ACCOUNT at the rate of 2 per cent. per annum on the Daily Balances.

On Fixed Deposits for 12 months, 4 per cent.

" " " 6 months, 3 1/2 per cent.

" " " 3 months, 3 per cent.

T. P. COCHRANE,
Manager.
Hongkong, 19th May, 1904. [24]

FINEST COD LIVER OIL.

HIGHLY recommended for COUGHS, COLDS, and all affections of the Chest and Lungs. It is highly nutritious, and, in fact, acts as a food, especially in cases of Consumption and wasting diseases.

IN BOTTLES AT \$1, 1.75, AND 3.00 EACH.

THE PHARMACY,
房藥大法中

16, QUEEN'S ROAD CENTRAL,
Hongkong.

A. STEVENSON,
Chemist.
Hongkong, 20th December, 1904. [122]

Mails.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR STEAMERS TO SAIL ON REMARKS.

YOKOHAMA VIA SHANGHAI (DIRECT).
(Passing through the Inland Sea.)

MARSEILLES, LONDON and ANTIP (Direct), via SINGAPORE, PENANG, COLOMBO, PORT SAID & MARSEILLES.

For Further Particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, 31st December, 1904. [14]

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD, BREMEN.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS.

ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS. SAILING DATES.

SEYDLITZ WEDNESDAY, 4th January, 1905.

ROON WEDNESDAY, 18th January.

BAVARIAN WEDNESDAY, 1st February.

ZIETEN WEDNESDAY, 15th February.

SACHSEN WEDNESDAY, 1st March.

PRINZESS ALICE WEDNESDAY, 15th March.

PRINZ REGENT LUITPOLD WEDNESDAY, 29th March.

PRUSSEN WEDNESDAY, 12th April.

PRINZ BITEL FRIDRICH WEDNESDAY, 26th April.

ON WEDNESDAY, the 4th day of January, 1905, at 10 AM, the steamship SEYDLITZ, SPECIALLY EQUIPPED FOR MAIL, PASSENGERS, and CARGO, will leave HONGKONG for SINGAPORE, PENANG, COLOMBO, ADEN, SUZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

Shipping Orders will be granted till NOON, on MONDAY, at NAPLES and GENOA.

Specie will be received on Board until 5 P.M., on TUESDAY, the 3rd January, and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 3rd January.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardesses.

Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO.,

AGENTS. [13]

Intimations.

LANE, CRAWFORD & CO.,

BRITISH MADE

DOVER COOKING STOVES.

\$45.00 EACH \$55.00 EACH

OIL HEATING STOVES
From \$8.50 to \$22.00 each.

SLOW-COMBUSTION HEATING STOVES,
\$18.00 and \$22.00 each.

LANE, CRAWFORD & Co.

Hongkong, 25th December, 1904. [18]

CALDBECK MACGREGOR & CO.

WINE & SPIRIT MERCHANTS.

15, QUEEN'S ROAD, HONGKONG.

ESTABLISHED 1864.

Hongkong, 8th December, 1904. [42]

Intimations.

When you feel in need of something to refresh the body and at the same time nourish and sustain—something to make you strong, hale and hearty—try a cup of Bovril.



IN CONSEQUENCE OF HIGH EXCHANGE

our prices of

WINES SPIRITS, &c.

have been REDUCED.

SEE OUR LATEST PRICE LIST.

H. PRICE & CO.,

12, QUEEN'S ROAD.

Hongkong, 31st December, 1904. [41]

JOHN LAWSON & Co., PERTH

WHISKY.

Extra Special \$16.00 per case 12/1

White Label \$24.00 " " 12/1

KRUSE & Co.

SOLE AGENTS.

CONNAUGHT HOUSE,

Hongkong, 1st July, 1904. [178]

This space is reserved for

LONG, HING & Co.,

PHOTO GOODS DEALERS,

17a, QUEEN'S ROAD.

Hongkong, 18th August, 1904. [196]

USEFUL AND ACCEPTABLE

XMAS PRESENTS.

HOME DEPOSIT VAULT.

(WATER AND FIRE PROOF SIZE 9" x 14")

Marble Time Pieces, Bronze Figures,

Silver and Electro Plated Fancy Goods, Etc., Etc.

ACHEE & CO.,

FURNITURE DEALERS.

Telephone 256.

Hongkong, 21st December, 1904. [183]

HONGKONG HOTEL.

Military Band during dinner on Saturday Nights.

Hongkong, 4th December, 1904. [126]

MACAO AND CANTON HOTELS.

A LITTLE CHANGE.

The round trip from HONGKONG to MACAO, thence to CANTON and back to HONGKONG, will be found interesting and enjoyable.

Wm. FARMER, Proprietor.

JAPAN COALS.

THE MITSUI BUSSAN KAISHA (MITSUI & Co.)

HEAD OFFICE: 1, SURUGA-CHO, TOKYO.

LONDON BRANCH: 34, LIME STREET, E.C.

HONGKONG BRANCH: PRINCE'S BUILDINGS, ICE HOUSE STREET.

OTHER OFFICES:
New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Maizuru, Kure, Shimoda, Moji, Wakamatsu, Karatsu, Nagasaki, Kuchino, Suo, Misaki, Hakodate, Taipei, &c.

Telegraphic Address: "MITSUI" (A.B.C. and A 1 Codes).

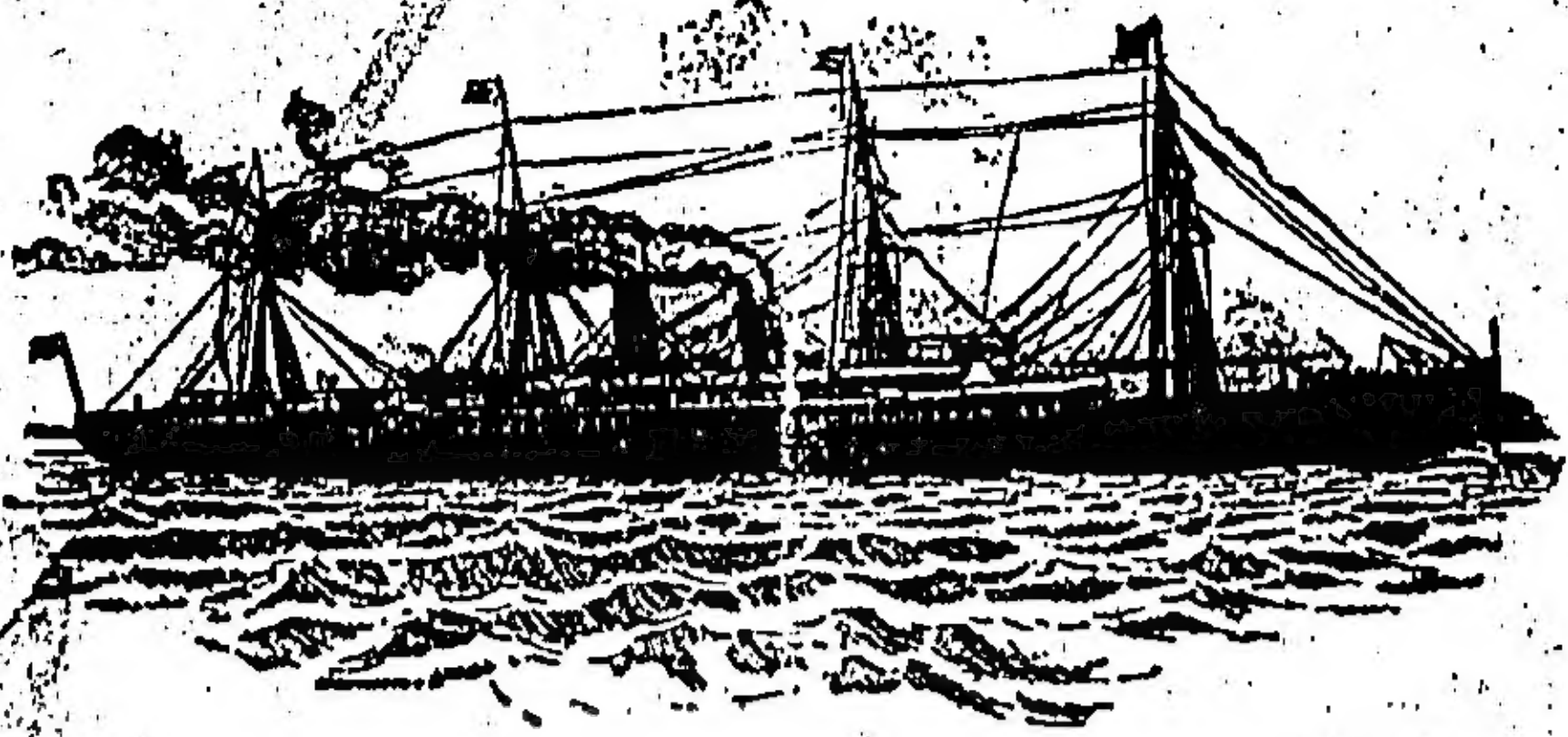
CONTRACTORS OF COAL to the Imperial Japanese Navy and Armies and the State Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.

SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano and Ida Coal Mines; and SOLE AGENTS for Fujinohara, Hokoku, Hondo, Ichimura, Kanada, Matsuda, Matsuura, Onoda, Otsu, Sasabara, Tsubakuro, Yoshinohara, Yoshio, Yonokibara and other Coals.

S. MINAMI, Manager, Hongkong.

Mails.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,
TOYO KISEN KAISHA.

TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO,
CENTRAL AND SOUTH AMERICA AND EUROPE.

PROPOSED SAILINGS FROM HONGKONG.

"KOREA"	11,276 Gross Tons	FRIDAY, 6th January, 1905, at Noon.
"OPTIO"	4,352 "	FRIDAY, 13th January, at Noon.
"SIBERIA"	11,284 "	TUESDAY, 24th January, at Noon.
"MONGOLIA"	13,639 "	FRIDAY, 3rd February, at Noon.
"CHINA"	5,600 "	FRIDAY, 17th February, at Noon.
"MANCHURIA"	13,639 "	TUESDAY, 28th February, at Noon.
"DORIO"	4,784 "	SATURDAY, 12th March, at Noon.

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 11,276 tons, Oct. 18th 1903, 10 days, 15 hours.

THE P. M. Steamship "KOREA" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU, on FRIDAY, the 6th January, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point on route. Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding Orders to EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS: Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

FEATURES OF THIS LINE.

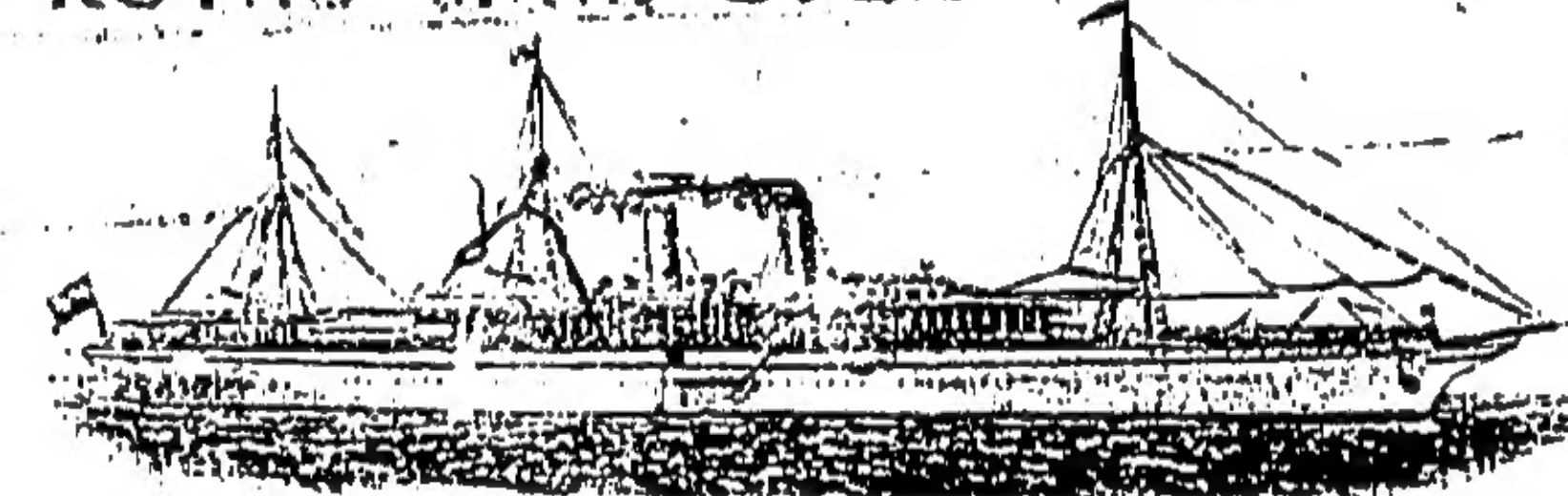
The largest and steadiest and fastest passenger ships on the Pacific. Southern Route; passengers enjoy out-door life throughout; deck bathing. The call at Honolulu, Oahu, the most fertile and beautiful island of the Pacific. The only line to San Francisco, the greatest port of the Pacific.

Sailings positively on schedule date.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

Hongkong, 27th December, 1904.

E. W. TILDEN, Agent.

CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.) SAVING 3 TO 7 DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION).

R.M.S. "EMPEROR OF CHINA"	6,000 Tons	WEDNESDAY, 11th January, 1905.
"TARTAR"	4,425 "	WEDNESDAY, 25th January.
"EMPEROR OF INDIA"	6,000 "	WEDNESDAY, 8th February.
"EMPEROR OF JAPAN"	6,000 "	WEDNESDAY, 8th March.
"ATHENIAN"	2,440 "	WEDNESDAY, 15th March.
"EMPEROR OF CHINA"	6,000 "	WEDNESDAY, 29th March.

Hongkong to London, 1st Class, via St. Lawrence 60. Via New York 62.

Hongkong to London, Intermediate on Steamers, and 1st Class Rail 440. 440. 442.

THE magnificent Twin-screw "EMPEROR" Steamships pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

R.M.S. "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only at Intermediate rates, affording superior accommodation on for that class.

Passengers Booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and in European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Hand Books, Rates of Freight and Passage, apply to

Hongkong, 30th December, 1904.

D. W. CRADD-CK, Acting General Agent.

9, Pedder's Street.

HAMBURG-AMERIKA LINIE.
OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, ORONTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; NORTH AND SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG
SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
ARMENIA	HAVRE and HAMBURG.	3rd January.
Forst.	(Calling at S'PORE, PENANG & COLOMBO).	Freight.
O. FERD. LAEISZ	HAVRE and HAMBURG.	10th January.
von Hoff	(Calling at S'PORE, PENANG & COLOMBO).	Freight.
AMBRIA	HAVRE and HAMBURG.	22nd January.
Porzelius	(Calling at S'PORE, PENANG & COLOMBO).	Freight.
SITHONIA	HAVRE and HAMBURG.	27th January.
Hildebrandt	(Calling at S'PORE, PENANG & COLOMBO).	Freight.
ARCADIA	HAVRE and HAMBURG.	7th Feb.
Förck	(Calling at S'PORE, PENANG & COLOMBO).	Freight.
ANDALUSIA	HAVRE and HAMBURG.	21st Feb.
Filler	(Calling at S'PORE, PENANG & COLOMBO).	Freight.
SAMBIA	HAVRE and HAMBURG.	7th March.
Lüding	(Calling at S'PORE, PENANG & COLOMBO).	Freight.
RHENANIA	HAVRE and HAMBURG.	21st March.
Behrens	(Calling at S'PORE, PENANG & COLOMBO).	Freight and Passengers.

Hongkong, 29th December, 1904.

HAMBURG-MERIKA LINIE, HONGKONG OFFICE.

No. 1, Queen's Buildings.

TSIN TING.

LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, D'AGUIAR STREET.

REASONABLE FEES.

Consultation Free.

Hongkong, 30th July, 1904.

THE AMERICAN SYSTEM

DENTISTRY.

M. H. CHAUN, D.D.S.

37, DES VOUX ROAD CENTRAL, HONGKONG.

From the University of Pennsylvania, U.S.A.

Hongkong, 4th June, 1904.

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND
WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION
COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM"	2,363 tons	Captain H. D. Jones.
"POWAN"	2,338 "	R. D. Thomas.
"FATSHAN"	2,260 "	W. A. Valentine.
"HANKOW"	3,073 "	C. V. Lloyd.
"KINSHAN"	1,995 "	J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8.30 A.M. (Sunday excepted), 9 P.M. and 10.30 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8.30 A.M., 3 P.M. and 6 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN"	1,998 tons	Captain W. E. Clarke.
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Departures from Hongkong to Macao on week days at 2.30 P.M.

Departures from Macao to Hongkong daily at 8.30 A.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN"	219 tons	Captain T. Hamlin.
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This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at 8.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at 8 A.M.

JOINT SERVICE OF THE H.K. C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM"	588 tons	Captain J. Willox.
"NANNING"	569 "	C. Buichart.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at 8.30 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,

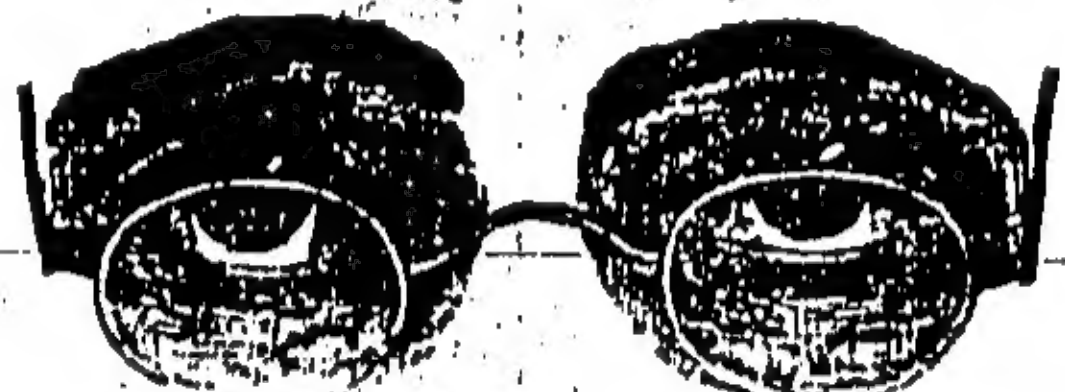
19, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel

Or of BUTTERFIELD & SWIRE,

Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 29th November, 1904.

Intimations.



IF YOU HAVE A HEADACHE, DON'T TAKE DRUGS UNTIL YOU HAVE HAD YOUR EYES

TESTED, FREE OF CHARGE, AT THE OFFICE OF

N. LAZARUS,

10, D'AGUIAR STREET, HONGKONG.

DEFECTIVE Vision and Eyestrain cause many Nerve Troubles, needing only proper Glasses to Correct and Cure. Prescription lenses ground on the premises. All work guaranteed. Sun Glasses are restful and give the effect of coolness. Prices from \$2.00.

Hongkong, 1st October, 1904.

A. S. TUXFORD, Manager.

[674]

F. BLACKHEAD & CO.,

HIP-CHANDLERS, SAILMAKERS,

COAL AND PROVISION MERCHANTS, NAVAL CONTRACTOR

AND GENERAL COMMISSION AGENTS.

10, DES VOUX ROAD CENTRAL, HONGKONG.

SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR

HARTMANN'S RAHTJEN'S GENUINE

COMPOSITION RED HAND

BRAND, HARTMANN'S GREY PAINT,

DAIMLER'S PATENT MOTOR

LAUNCHES,

&c., &c., &c.

Sole Agents for

FERGUSON'S SPECIAL CREAM

and

P. & O. SPECIAL LIQUOR SCOTCH

WHISKY, &c.

EVERY KIND OF

SHIPS STORES AND REQUISITES

ALWAYS IN STOCK

AT

REASONABLE PRICES

Hongkong, 15th December, 1904. [604]

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWELERS AND WATCHMAKERS

10, QUEEN'S ROAD,

Watson's Building.

THE HONGKONG

STUDIO,

HIGHER CLASS PHOTOGRAPHER,

41 & 43, QUEEN'S ROAD CENTRAL,

TOP FLOOR.

PORTRAITS, GROUPS and ENLARGING AND COPYING in all Sizes.

LARGE SELECTION OF VIEWS ALWAYS ON HAND.

PRICE VERY MODERATE.

Hongkong, 15th September, 1903. [1]

MEE CHEUNG,

PHOTOGRAPHER,

TOP FLOOR OF ICE HOUSE, 10,

ICE-HOUSE ROAD.

[S now in a position, in his New and Com-

modious Premises, to eclipse, as heretofore,

ALL PHOTOGRAPHIC ART PRACTICED

to the Colony or in any part of the Far East.

GROUPS AND VIEWS

A speciality.

Hongkong, 19th September, 1904. [784]

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 95 ft.; bottom 76 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 80.5 ft.; bottom 45.8 ft. Water on blocks, 28.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Works, No. 506; General, No. 876.
Telegrams, "Dock, Yokohama," Codes A. I. and A. B. C. (4th).
Yokohama, May 11th, 1903. [595]

D. NOMA, TATTOOER.

60, QUEEN'S ROAD CENTRAL.

THE Public are informed that my Parlours are open from 9 A.M. all day. My 32 years' experience in TATTOOING is a guarantee of good work and prompt execution. My Colours are absolutely fast and perfectly harmless, and produce a charming effect not attained by any other, as their composition is only known to me, H. R. H. The Duke of York, and H. I. H. The Emperor of Russia, both honoured in: with their patronage; besides many others of High Rank. Prices Moderate and satisfaction guaranteed as attested by 3,700 Recommendations which I have received from all sources.
Hongkong, 16th November, 1904. [1248]

NOTICE TO SHIPPERS.

THE NIPPON YUSEN KAISHA are prepared, during suspension of their Trans-Pacific Service and until further notice, to BOOK CARGO AND ISSUE BILLS OF LADING to SEATTLE, WASH., VICTORIA, B.C., and PACIFIC COAST PORTS, also to OVERLAND POINTS in the UNITED STATES and CANADA in connection with the GREAT NORTHERN RAILWAY FROM SEATTLE, as hitherto, by the Steamers of the NORTHERN PACIFIC S. S. Co., BOSTON STEAMSHIP and TOWBOAT COS., OCEAN S. S. Co. and CHINA MUTUAL S. S. Co.

For further Particulars, apply at the Company's Local Branch Office in PRINCE'S BUILDINGS, First Floor, Chater Road.

A. S. MIHARA, Manager.

Hongkong, 20th May, 1904. [643]

HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK-DAYS.

7.00 a.m. to 7.30 a.m. Every 30 minutes.

7.30 a.m. to 8.00 a.m. Every 10 minutes.

8.00 a.m. to 8.30 a.m. Every 15 minutes.

8.30 a.m. to 9.00 a.m. Every 10 minutes.

9.00 a.m. to 9.30 a.m. Every 15 minutes.

9.30 a.m. to 10.00 a.m. Every 10 minutes.

10.00 a.m. to 10.30 a.m. Every 15 minutes.

10.30 a.m. to 11.00 a.m. Every 10 minutes.

11.00 a.m. to 11.30 a.m. Every 15 minutes.

11.30 a.m. to 12.00 p.m. Every 10 minutes.

12.00 p.m. to 12.30 p.m. Every 15 minutes.

12.30 p.m. to 1.00 p.m. Every 10 minutes.

1.00 p.m. to 1.30 p.m. Every 15 minutes.

1.30 p.m. to 2.00 p.m. Every 10 minutes.

2.00 p.m. to 2.30 p.m. Every 15 minutes.

2.30 p.m. to 3.00 p.m. Every 10 minutes.

3.00 p.m. to 3.30 p.m. Every 15 minutes.

3.30 p.m. to 4.00 p.m. Every 10 minutes.

4.00 p.m. to 4.30 p.m. Every 15 minutes.

4.30 p.m. to 5.00 p.m. Every 10 minutes.

5.00 p.m. to 5.30 p.m. Every 15 minutes.

5.30 p.m. to 6.00 p.m. Every 10 minutes.

6.00 p.m. to 6.30 p.m. Every 15 minutes.

6.30 p.m. to 7.00 p.m. Every 10 minutes.

7.00 p.m. to 7.30 p.m. Every 15 minutes.

7.30 p.m. to 8.00 p.m. Every 10 minutes.

8.00 p.m. to 8.30 p.m. Every 15 minutes.

8.30 p.m. to 9.00 p.m. Every 10 minutes.

9.00 a.m. to 9.30 a.m. Every 15 minutes.

9.30 a.m. to 10.00 a.m. Every 10 minutes.

10.00 a.m. to 10.30 a.m. Every 15 minutes.

10.30 a.m. to 11.00 a.m. Every 10 minutes.

11.00 a.m. to 11.30 a.m. Every 15 minutes.

11.

Intimations.

W.M. POWELL, LIMITED.

High-Class Drapers,
Dressmakers, Milliners,
and
House Furnishers,
ALEXANDRA BUILDINGS,
Des Vaux Road.

EVERYTHING
OF THE
LATEST FOR
LADIES' AND
CHILDREN'S
WEAR.

A good Selection of Winter
Jackets.
Embroidered Robes for evening
wear.
Lace-Wraps.
Fascinators and Shawls for even-
ing wear.
Gloves for evening wear.
Trimmed and Untrimmed Hats.
New Laces.
Soft Satin Ribbons in many
pretty shades.
Smart Flannel Blouses.
New Crepeoline Vests.
Fancy Flannels & Dress Fabrics.

A new stock of Children's Mil-
linery.
Our Furnishing Department has
now a complete Stock of First-
class Carpets, Rugs, Bedsteads, &c.

GENTLEMEN'S
DEPARTMENT:
28, QUEEN'S ROAD,
OPPOSITE THE CLOCK TOWER.

New Bowler Hats.
Soft Felts and Tweeds.
Panamas.
Pedal Straws.
Boaters.
Motor and Golf Caps.
Winter Waistcoats.
Dress Waistcoats.
Ties and Half-Hose.
Patent Leather Boots.
Oxford and Court Shoes.
Black and Brown Calf and Glass
Kid Boots in many smart and
comfortable shapes.

A very fine Stock of well-out
Overcoats made by one of the
best London Firms.
Exclusive designs in Neckwear.
&c., &c., &c.

Wm. POWELL, Ltd.
HONGKONG.

Hongkong, 31st December, 1904.

Intimations.

A. S. WATSON & CO., LIMITED.
Established 1841.
AERATED WATER MANUFACTURERS.

NOTICE.

WE beg to notify Customers that from
1st January, 1905, Separate Accounts
will be rendered for Aerated Waters.
An inclusive charge will be made for Waters
and Bottles, and full credit will be allowed for
empties when returned.

Orders for Aerated Waters should be
addressed to
A. S. WATSON & CO., LIMITED,
Aerated Water Manufactory,
Des Vaux Road Central.

PRICE LIST:

\$1.10 per dozen will be allowed for Aerated
Water Bottles when returned in good condition.

	Per Doz.
Soda Water	\$1.70
Soda Water in Bombay Bottles	1.80
Potash Selzer and B.P. Soda	1.80
Lemonade	1.80
Tonic Water	1.80
Lithia Water	1.95
Ginger Ale	1.95
Lemon Squash	1.95
Raspberryade	1.95
Stone Ginger Beer	1.95

Hongkong, 28th December, 1904. [139]

THE VICTORIA DISPENSARY.

NOTICE.

WE beg to notify Customers that from
1st January, 1905, Separate Accounts
will be rendered for Aerated Waters.
An inclusive charge will be made for Waters
and Bottles, and full credit will be allowed for
empties when returned.

Orders for Aerated Waters should be
addressed to
THE VICTORIA DISPENSARY.

PRICE LIST:

\$1.10 per dozen will be allowed for Aerated
Water Bottles when returned in good condition.

	Per Doz.
Soda Water	\$1.70
Soda Water in Bombay Bottles	1.80
Potash Selzer and B.P. Soda	1.80
Lemonade	1.80
Tonic Water	1.80
Lithia Water	1.95
Ginger Ale	1.95
Lemon Squash	1.95
Raspberryade	1.95
Stone Ginger Beer	1.95

Hongkong, 28th December, 1904. [139]

WATKINS, LIMITED.

NOTICE.

WE beg to notify Customers that from
1st January, 1905, Separate Accounts
will be rendered for Aerated Waters.
An inclusive charge will be made for Waters
and Bottles, and full credit will be allowed for
empties when returned.

Orders for Aerated Waters should be
addressed to
WATKINS, LIMITED.

PRICE LIST:

\$1.10 per dozen will be allowed for Aerated
Water Bottles when returned in good condition.

	Per Doz.
Soda Water	\$1.70
Soda Water in Bombay Bottles	1.80
Potash Selzer and B.P. Soda	1.80
Lemonade	1.80
Tonic Water	1.80
Lithia Water	1.95
Ginger Ale	1.95
Lemon Squash	1.95
Raspberryade	1.95
Stone Ginger Beer	1.95

Hongkong, 28th December, 1904. [139]

HONGKONG REGATTA.

A REGATTA under the Patronage

H.E. THE GOVERNOR,
H.E. Vice-Admiral Sir G. NORR, K.C.B., K.C.M.G.,
H.E. Major-General VILLIERS HATTON, C.B.,
Commanders C. G. DICKEN, R.N.

will be held on FEBRUARY 11th, 1905,
and will include the following Races—

1. THE GOVERNOR'S CUP: A Challenge Cup presented by H.E. the Governor, for four oars; limited to residents of Hongkong. Each crew to be drawn from a single unit, defined as: A Regiment, a Ship, a Corps, the Volunteers, a Firm, or any body of gentlemen working together in the same profession or calling. If any one unit is not strong enough to provide a complete crew, then any combination of two similar units may be made. A Club whose object is rowing simply is not eligible to compete. Entrance fee, \$10.

2. OPEN FOURS.

3. JUNIOR FOURS: the crews will be made up by the Committee from the entries received. Limited to Hongkong. Entrance fee, \$10.

4. OPEN PAIRS. Entrance fee, \$5.

5. PAIRS, RANDAN GIGS Limited to Hongkong. Entrance fee, \$5.

6. OPEN TUB SCULLS. Entrance fee, \$2.50.

7. MEN-O-WAR GIGS AND WALKERS. Entrance fee, \$1. Post entries allowed.

8. MEN-O-WAR CUTTERS. Entrance fee, \$1. Post entries allowed.

AND THREE SAILING RACES:

1. H.E. THE GOVERNOR'S CUP for Cruising Yachts. English Rig.

2. THE COMMODORE OF R.H.K.Y.C.'s Cup for Cruisers. Chinese Rig.

3. A HANDICAP for all Yachts under 26 feet linear rating. Entrance fee, \$4.

4. Rowing Courses—One Mile. It is hoped to arrange a course off Wanchai.

5. Boats to be approved by the Committee. By kind permission of the V.R.C. and the H.K.B.C., boats will be provided for the first 6 races (in training and at the meeting) on application by intending competitors to the Committee.

6. Invitations have been sent to other Boat Clubs in the Far East to compete in the Open Races.

7. ENTRIES CLOSE ON FEBRUARY 1st, 1905, and should be sent to the Hon. Secretary, Central Station. The Committee is constituted as follows: Colonel L. F. Brown, R.E., Chairman; Messrs. E. W. Mitchell, A. Chapman, G. A. Caldwell, C. H. Gale, F. W. Warren, and H. Y. Chang, Hon. Treasurer.

8. E. R. HALLIFAX, Hon. Secretary.

9. Hongkong, 24th December, 1904. [138]

PORT ARTHUR.

TORPEDO-BOAT ATTACKS.

JAPANESE OCCUPY IMPORTANT FORT.

OFFICIAL DISPATCHES.

The following dispatches from Admiral Togo on the torpedo attacks against the battleship *Sevastopol* and other vessels outside the harbour of Port Arthur have been made public by the Naval Staff at Headquarters, Tokyo:—

1.—On the night of the 15th instant, our torpedo-boat flotillas in large force carried out a daring attack on the Russian war-ships. The flotillas arrived outside the harbour of Port Arthur about midnight, and the fighting flotilla, under Lieutenant-Commander Uchida, and the special torpedo-boat, under Sub-Lieutenant Yoko-o, first of all ventured close to the anchorage of the Russian ships, scouting in the glare of the searchlights and under the fire of the forts. One boat (Lieutenant Mitamura) received a shell, and another (Lieutenant Nakamura) was struck by four shells which wounded three men. The flotillas each decided its object of attack, and the "A" flotilla (under Commander Kasama) in the van first advanced for the purpose of destroying the enemy's defence works and also with the object of diverting the searchlight and fire of the enemy. The four other flotillas, commanded by Lieut. Commanders Jingui, Otaki, Seki, and Kawase, followed, and closed with the enemy, gallantly pressing the attack from 2 to 4 o'clock. The "B" flotilla acted with exceptional daring. Each boat of this group drew close to the Russians, discharged their torpedoes, and retired one by one. One of the boats received several shells. Lieutenant Nakahori, commander, and five men were killed and another man was wounded. While the boat itself was disabled. A boat under Lieutenant Nakahara, which followed the disabled boat, gave assistance, and was effecting her rescue in low under a heavy fire when the hawser was cut by a shell.

The towing boat also received a shell, and one man was killed. Under the severest fire the disabled boat began to sink. The towing boat then took aboard the survivors of the crew and abandoned the vessel to its fate. Other vessels were struck by the Russians, one boat (Lieutenant Shono) having one man killed and five wounded, while the boat itself was disabled; but returned with assistance. The result of the attack is unknown yet, but many torpedoes were seen to explode. According to the observations made from the look-out on the following morning, the bow of the *Sevastopol* was sunk much deeper than on the previous day, and her position does not now change with wind or tide. Her head bears southeast by south. As her anchorage is close inshore and the water is shallow, it is impossible to ascertain the extent of her damage. But I deeply appreciate the gallant action of our flotillas which accomplished their work without the loss of a single man.

2.—On the night of the 15th, our torpedo flotillas again attacked the *Sevastopol*, *Otafuy* and destroyers, which were lying at the base of Chengtau Hill. The same night the "A" flotilla (Lieut. Commander Seki) advanced towards the anchorage of the Russians through a snowstorm, rushed between the *Sevastopol* and the destroyers, each boat discharging its torpedoes against the *Sevastopol* and the *Otafuy* at short distance. The effect of the explosions was observed. Our flotilla then engaged the Russian destroyers in a range of about a hundred metres, and inflicted some damage. A torpedo sent by the boat of Lieut. Commander Seki was thought to have struck one of the enemy's destroyers. During this undaunted work of our flotillas, the enemy's defensive fire was very severe, but whether it was because the range was too close or not, to our surprise, none of our boats suffered damage. The "B" flotilla (Lieut. Commander Jingui) subsequently attacked the Russians and at least three of a number of torpedoes sent were observed to explode. The flotilla drew off while engaging the enemy's destroyers.

During this attack, Engineer Watanabe, of the boat commanded by Lieut. Jingui, was slightly wounded; another boat (Lieutenant Tamaoka) lost two men killed and one man wounded. Another vessel (Lieutenant Yokochi) which was undergoing repairs, on the receipt of the order to attack, finished her repairs and Lieut. Commander Eyoze, in command, left the base later than the other boats, and did not meet them. In consequence, the boat drew very close up to the *Sevastopol* and made a fierce attack, when Lieut. Commander Eyoze was killed by the enemy's fire and one man was wounded. The boat returned to the base in safety.

Thus our torpedo flotillas have made repeated and determined attacks on successive nights and many torpedoes were observed to strike the enemy's ships and explode. It is to be regretted that we cannot ascertain with precision the damage done to the Russian ships. According to a report of the look-out to-day (17th), a Russian destroyer with the mast broken is observed to be stranded on the beach, and at low tide her bottom and propeller are visible above the water.

The latest dispatch from Admiral Togo reaching the Headquarters on Sunday afternoon, says:—It is now beyond doubt that the Russian war-ships sunk in the harbour of Port Arthur are incapacitated for future service.

Although we have reasons to conclude that the battleship *Sevastopol*, lying outside the harbour, is already disabled for navigation as the result of our torpedo attacks, we are not in a position to observe the actual damage sustained nor to arrive at a positive conclusion as to the extent of the damage, investigations are being made by all possible means to ascertain the precise damage. It is certain that at least six Russian destroyers still remain at Port Arthur.

RECENT OPERATIONS AT PORT ARTHUR.

TOTAL DESTRUCTION OF THE SQUADRON.

The following dispatch from Admiral Togo has been published by the Navy Department:— Since the capture of 203-Metre Hill, a most important strategic point, the loss of which is fatal to the resistance of Port Arthur, which is the result of the valiant and determined attacks of our investing army, the fire of our heavy siege guns upon and against the Russian squadron in the harbour has been much more effective than before. The battleships *Pollada* and *Rokhina* were soon sunk, and the battleships *Pobieda* and *Peresvet*, and the cruisers *Pallada* and *Bayan* quickly followed. The *Sevastopol* alone ran out of the harbour on the morning of the 9th instant to escape the fire from the rear, and anchored at the base of Chengtau Hill outside. But this vessel has now been almost entirely incapacitated for fighting and navigation by the successive daring attacks—made by—our torpedo-boat flotillas. Thus the main force of the Port Arthur squadron has in fact been entirely destroyed, the vessels surviving being only the *Otafuy*, a small gun-boat, and a few destroyers. Under these circumstances, the blockade of the Kwangtung Peninsula, which has been strictly enforced since the 1st May last by the combined fleet, has been raised in part, as being no longer necessary. The guard, however, will be strengthened against blockade runners to and from Port Arthur as well as against the movements of the surviving war-ships and destroyers of the enemy.

During this protracted blockade campaign, our fleet was constantly exposed to the enemy's mines, laid off floating, and also to high seas and dense fogs. The *Atsuta*, *Yoshino*, *Hatake*, and *Kikame* were early lost, and the *Heiden* and *Saigen* latterly met with a similar fate. Many officers and men have been lost with these ships. Nevertheless, we have been enabled to maintain the blockade without any hitch. The Russian squadron attempted to dash out of Port Arthur on more than one occasion, but the scheme was always frustrated, and at last, with the great assistance of the investing army, we have succeeded in almost entirely destroying the squadron. The Vladivostok squadron has been depleted and has not attempted to appear on the sea since it was so badly beaten by our second squadron.

I cannot but feel grateful to the glory of his Majesty the Supreme and All-Powerful Commander of the Army and Navy.

I deem it my duty towards the high and low of the nation to add that during the long period of the blockade all the squadrons and flotillas of my Fleet fully performed their respective duties, and that the services of the Port Arthur blocking fleet, the officers and men of which carried out their work at the risk and cost of their lives; and the boats which mined the water close to the enemy with steady perseverance, and the special mine-clearing fleet which worked in the enemy's zone, exposed to great danger, and the advance look-out force, all of whom I rely.

3.—On the night of the 15th, our torpedo flotillas again attacked the *Sevastopol*, *Otafuy* and destroyers, which were lying at the base of Chengtau Hill. The same night the "A" flotilla (Lieut. Commander Seki) advanced towards the anchorage of the Russians through a snowstorm, rushed between the *Sevastopol* and the destroyers, each boat discharging its torpedoes against the *Sevastopol* and the *Otafuy* at short distance. The effect of the explosions was observed. Our flotilla then engaged the Russian destroyers in a range of about a hundred metres, and inflicted some damage. A torpedo sent by the boat of Lieut. Commander Seki was thought to have struck one of the enemy's destroyers. During this undaunted work of our flotillas, the enemy's defensive fire was very severe, but whether it was because the range was too close or not, to our surprise, none of our boats suffered damage. The "B" flotilla (Lieut. Commander Jingui) subsequently attacked the Russians and at least three of a number of torpedoes sent were observed to explode. The flotilla drew off while engaging the enemy's destroyers.

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COMMERCIAL.

YARN MARKET.

In their report, dated 30th instant, Messrs. Cawajee Pallanjee and Co. write:— Since the issue of our last circular dated the 16th inst. our Yarn Market ruled rather weak. The fall in the prices of raw cotton, tightness of money amongst the Chinese, a rise in the rates of exchange, coupled with the impatience of holders to quit caused a decline of from one to two dollars per bale all round. Though at this decline, the Chinese operators are not at all willing to buy freely, hence business transpired was for immediate requirements only. A very trifling business is reported in No. 30s and No. 16s at a decline of \$1 to \$2 per bale. A moderate business is done in 12s and 14s. No business is reported in No. 8s and No. 6s. The market closes weak. Sales during the past fortnight comprised of about 1,525 bales of No. 10s, 675 bales of No. 12s, 225 bales of No. 16s, and 150 bales of No. 20s, in all about 2,575 bales. Arrivals per steamers *Malla*, *Gregory*, *Apari*, *China*, and *Lalonde* of about 12,000 bales. Shipments to Shanghai and the Northern Ports about 3,500 bales. The unsold stock is estimated at about 25,000 bales.

LOCAL YARN.—Sales oil.

Japanese Yarn.—Sales about 300 bales No. 120s at \$13.25 to \$13.50.

Exchange.—We quote to-day on India at Rs. 146½ per cent. London at 111½d=5.

FORTNIGHTLY MARKET REPORT.

Bengal Cotton.—We have to report again a very dull and weak market. For Indian descriptions owing to the heavy decline in China cotton, dealers decline to make any offer, and only a very insignificant sale of 58 bales at \$26 is reported. Export to Japan of about 1,000 bales, unsold stock is estimated at about 12,000 bales.

Chinese Cotton.—Sales of about 295 bales at \$18 to \$17 per bale. Unsold stock is estimated at about 780 bales.

Indian Yarn.—Market ruled weak. Hasty sale, fine in exchange, and tightness of money amongst the Chinese had the effect of a decline of \$1 to \$2 per bale all round. Sales are reported of about 3,500 bales. The unsold stock is estimated at about 25,000 bales.

LOCAL YARN.—Sales oil.

Japanese Yarn.—Sales about 300 bales No. 120s at \$13.25 to \$13.50.

Exchange.—We quote to-day on India at Rs. 146½ per cent. London at 111½d=5.

FORTNIGHTLY MARKET REPORT.

Bengal Cotton.—We have to report again a very dull and weak market. For Indian descriptions owing to the heavy decline in China cotton, dealers decline to make any offer, and only a very insignificant sale of 58 bales at \$26 is reported. Export to Japan of about 1,000 bales, unsold stock is estimated at about 12,000 bales.

Chinese Cotton.—Sales of about 295 bales at \$18 to \$17 per bale. Unsold stock is estimated at about 780 bales.

Indian Yarn.—Market ruled weak. Hasty sale, fine in exchange, and tightness of money amongst the Chinese had the effect of a decline of \$1 to \$2 per bale all round. Sales are reported of about 3,500 bales. The unsold stock is estimated at about 25,000 bales.

LOCAL YARN.—Sales oil.

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Indian Yarn.—Market ruled weak. Hasty sale, fine in exchange, and tightness of money amongst the Chinese had the effect of a decline of \$1 to \$2 per bale all round. Sales are reported of about 3,500 bales. The unsold stock is estimated at about 25,000 bales.

LOCAL YARN.—Sales oil.

Japanese Yarn.—Sales about 300 bales No. 120s at \$13.25 to \$13.50.

Exchange.—We quote to-day on India at Rs. 146½ per cent. London at 111½d=5.

Japanese Yarn.—Sales are reported of about 300 bales of No. 20s. changed hands at \$13.25 to \$13.50 per bale.

Malwa Opium.—Sales are reported of about 170 chests at \$1,070 to \$1,200.

Bonaria Opium.—Sales are reported of about 20 chests at \$1,110 to \$1,120 per chest. The unsold stock is 1,015 chests.

Patna Opium.—Sales are reported of about 490 chests at \$1,140 to \$1,150 per chest.

Persian Opium.—Sales are reported of about 20 chests at \$870 per chest. The stock is about 2,050 chests.

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The Hongkong Telegraph

HONGKONG, SATURDAY, DECEMBER 30, 1904.

1904: A RETROSPECT.

That it is often the unexpected that happens has been exemplified on many occasions during the year that is rapidly closing. A similar period in the life of a nation resembles, in that respect, any twelve months in the life of a man; we may be pretty sure that December will be able to tell its remote ancestor, January, more things than were dreamed of in the last New Year's Day's philosophy, and we may deem ourselves fortunate if the irony of fate has not reserved for us some stroke not less unwelcome than unforeseen. The year which expires to-night has, indeed, afforded more than one notable example of the arrival of the unexpected. We entered upon it with reason to suppose that it would prove uneventful; for, despite the strained relations between Russia and Japan, the Tsar announced that he desired peace with the Island Empire and would do all in his power to avert hostilities. Never has disappointment followed more swiftly upon the track of expectation. The cloud which had been hanging low over the Far Eastern horizon burst suddenly in the early days of the year, and throughout the remaining months war has been raging afloat and ashore. It was feared that England might be called upon to espouse the cause of her ally, but fortunately our relations with the Western Powers have been of the happiest character, albeit it that of recent date subjects of the Tsar have narrowly averted bringing his country into serious collision with the British. Indeed, the year which is almost finished is well worthy to be catalogued among the most memorable ones, and when we come to review those events which specially concern us in Hongkong, and so far as it is possible to gauge the future by the recent past and the present we have a pleasurable task before us. The Government of the Colony have shown in the period under review characteristic watchfulness over our affairs, and with the arrival, in July, of H. E. Major Sir Matthew Nathan, it quickly became apparent that they would lose no opportunity of effecting such retrenchments in the cost of the public service as the occasion afforded. Throughout the seven months during which the Hon. Mr. F. H. May administered the Government to the entire satisfaction of the community, quite a number of important matters came before the governing body and, the businesslike manner in which they

were handled, owing to the language of the definition of "prepared opium" in the principal Ordinance, escaped any tax or royalty; and apparently the consumption of such articles had considerably increased, to the alleged loss of the Opium Farmer. While affording the former proper protection, the Bill preserved the trade in compounds of opium. It provided that importers of such articles should obtain a licence from the Governor-in-Council, and that the licence fee should be awarded to the Opium Farmer, and that when such articles were imported for use in the Colony the Opium Farmer should receive a royalty thereon. Provision was also made to exempt European and American medicines from the operation of the amending Ordinance, at the discretion of the Governor-in-Council. Strong opposition was shown to the measure which was eventually passed much to the satisfaction of the local Farmer. Other Ordinances discussed by our legislators during the year comprised the Bill providing for the recovery of charges incurred by the Colony on account of certain imbecile persons introduced into Hongkong; a Bill to amend the New Territories Land Court Ordinance by providing for the reconstruction of the Land Court and to facilitate the work of setting claims to land in the New Territory; an Ordinance to enable effect to be given in Hongkong to a Convention signed at Brussels in 1902, in relation to sugar; a Bill empowering the Governor in Council, in the interest of order and good government, to remove from the Colony persons who after they have acquired by naturalization the status of British subjects become a source of danger to the peace of Hongkong; a Bill authorising the appropriation of a supplementary sum of \$331,624.40 to defray the charges of the previous year; and measures dealing with criminal procedure, preservation of wild birds, Tung Wa Hospital affairs, internment of refugees belonging to the Russian and Japanese forces, financial affairs of the Colony for 1905, the protection of women and girls, new Peak tramway, Chinese emigration and the trustees of St. John Cathedral. Among other questions discussed was one for which the ladies of the Colony were responsible inasmuch as they recognized the desirability of registering domestic servants and petitioned the Officer Administering the Government with this object in view. Much to everyone's surprise the Government did not view the matter in the light of a mere formality, but they pointed out that the very nature of the matter was such that it was not a subject for dealing with misconduct by the class of servants that formed the subject of the Commission. If we recollect aught the Commission dealt more particularly with private chair and ricksha coolies and did not investigate the vagaries of the No. 1 house boy and that wide and ever expanding circle of his friends with whom we are all familiar. Should the question not take a turn for the better the ladies of the Colony may be depended upon to again approach the Government on the matter. Regarding the personnel of the Legislature there have been number of changes and several acting appointments have been gazetted during the year. As we have already mentioned, the Hon. Mr. May administered the Government pending the arrival of H. E. Sir Matthew Nathan, who assumed office at the end of July. The Hon. Capt. L. A. W. Barnes-Lawrence was appointed an official member of the Council for so long as he holds the office of harbour master, the Hon. Mr. P. N. H. Jones has been serving on that body during the absence of the Director of Public Works, (the Hon. Mr. W. Chatfield), the Hon. Mr. W. J. Gresson was appointed an unofficial member pending the return of the Hon. Mr. C. W. Dickson, or until further notice, the Hon. Mr. Gershom Stewart was gazetted an unofficial member in place of the Hon. Mr. C. S. Sharp resigned, while the Hon. Mr. E. H. Sharp, K.C., is now acting in the capacity of Attorney General, vice the Hon. Sir H. S. Berkeley, appointed Chief Justice of the Colony. The Hon. Mr. R. Sheehan returned from leave of absence in July and the Hon. Mr. Pollock retired from the Council, while the Hon. Mr. R. H. Basil Taylor also left the Legislature upon the arrival of the new Harbour Master. The Hon. Mr. A. M. Thomson was gazetted Colonial Secretary during the regime of the Hon. Mr. F. H. May as the Officer Administering the Government, the Hon. Mr. L. A. M. Johnston taking over the Colonial Treasurership which he now retains during the absence on leave of the Hon. Mr. Thomson. The P. W. D. has been ably represented by the Hon. Mr. P. N. H. Jones as shown by the new works of general improvement carried out within the Colony during the year, and which were dealt with in our columns a few days ago. There is much, however, still to be done, and although some of the works are of such an extensive character that years must elapse before they are finally completed the progress now being made with other public buildings shows that we are at length awaking from

the lethargy into which we seemed to have fallen some years since. Turning to another important department—the Bench and Bar—the history of these public institutions during the last twelve months may be related in a very few words. His Honour Mr. Justice A. G. Wise, the Puisne Judge, went home on leave of absence and his duties were taken over by His Honour Mr. T. Sercombe Smith, while at the commencement of the long vacation the Chief Justice, Sir W. Meigh Goodman, proceeded to England and the vacant appointment was placed in charge of Sir H. Spencer Berkeley, who was, at the time, officiating as Attorney General. Sensational cases, either of the civil or the criminal order have been few, although several interesting decisions under the former heading were given both by the present Chief Justice and by his predecessor. Early in the year Sir William Goodman and Mr. Wise, sitting in appellate jurisdiction, heard an appeal of the Crown against the decision of the Land Court respecting the foreshore near Kowloon City and at Malakok, and in which it became evident that the concession of the New Territory was taken advantage of by persons making claims along the foreshore in order to increase the value of their fishing rights. The case, however, was speedily settled, the decision of the Land Court, in both instances, being reversed. Several other cases of a similar character cropped up from time to time, and during the first part of the year the Chief Justice had considerable trouble with Chinese in bankruptcy—jurisdiction which caused him to express his conviction that registration of partnerships was desirable. International Law came in for a good deal of discussion owing to the effects of the Russo-Japanese war on neutral commerce, and the inoperative question, what is, or is not contraband, by the law of nations, was keenly debated in the case of the Osaka Shosen Kaisha versus the owners of the steamship *Prometheus*. This case came before the Court so recently that further reference need not now be made to the interesting points of law raised and decided. This was, perhaps, the principal case dealt with by the Civil Court during the year, but the numerous minor actions brought furnished several interesting points for merchants as well as litigants. The history of the Criminal Sessions of the Supreme Court during 1904 unfortunately forms a series of dark and sordid pages, albeit that one maiden session was recorded—the first since 1896 and the sixth occasion in Hongkong. The number of prisoners for trial was approximately the same as in the previous year, but the nature of the indictments filed against them were certainly of a more serious character, the calendar of the last session having the names of three Europeans upon it charged with the capital offence of which they were found guilty and sentenced to death. The police have, on several occasions, been taunted about their apparent inability to cope with some of the criminal classes; but many times during the year when culprits have been brought to justice the evidence adduced at the Magistracy has borne testimony to some exceedingly smart work both by officers and men of the Force. So much for the legislative and administrative work of the Colony in 1904. If we turn to the field of commerce, in spite of the war so far as Hongkong is concerned, the commercial barometer, as indicated in the lists of the Stock Exchange, shows considerable appreciation in the principal local stocks. For instance, the appreciation in the Hongkong Bank shares represents, approximately, an increase over the market value of the company last year, of something like a million dollars. Satisfactory as this is, it is entirely cast into the shade by the enormous rise which can be chronicled in favour of the marine insurance companies of Hongkong, principally the share value of the Union Insurance Society and the Canton Office. The aggregate increase of these two companies represents quite two and three-quarter millions, and this after the distribution of increased dividends to shareholders. The war, undoubtedly, is responsible for the rise in the value of this form of Hongkong's investments, while at the same time it gave a much-needed impetus to the shipping trade. This resulted in the stock of one of the leading shipping companies (the Indo-China Steam Navigation Company), appreciating from \$72 when the year started to \$128 when the list was made up last evening. The capitalised value of the stock, according to the market rates, gives an addition of three and a third million dollars. The industries of the Colony appear to have been in no small measure benefited by the war in the North in addition to other circumstances, if one may accept as a reliable indication the demand for the product of the local refineries. In the case of the larger, being entirely a private enterprise, no figures are, of course, available for publication; but in the case of the China Sugar Refining Co., which is a joint stock undertaking, the official list published presents the extremely satisfactory result of a doubling in the market value of this concern since the year began the

are to-day \$227, thus showing a rise of over two and a quarter millions of dollars during the twelve months. These are perhaps the most striking cases of the wonderful resources of Hongkong. Neither time nor space permits us to review every branch of commerce which combine to promote the growth and prosperity of the Colony, but bare as these indications are they suffice to show that in normal as in other times, as a commercial centre, Hongkong will ever stand as one of the foremost in the British Empire. The currency question is still in the regions of unsolved problems. With the assurances, however, of the late United States Commissioner to China, Professor J. W. Jenks, that this vast empire is shortly to go "gold," and as Hongkong must follow in her wake in so important a matter, there is no doubt that when the scheme for the reform in China's currency is matured and the machinery in the various provinces are capable of being set to work harmoniously, the millennium will be attained when Hongkong will have a currency established on a basis of parity in relation to the yellow metal. Until such time, trade will be more or less hampered by the uncertainties and the vagaries attending the destiny of silver—vagaries which the later months of the year now closing have accentuated in a form that is fraught with so many disadvantages to the commercial interests of the port. Hongkong is maintained for Imperial, no less than for commercial purposes, and while on the one hand the Imperial necessities of our situation must be safeguarded, on the other it behoves the Government to exert its best efforts to promote the welfare of its inhabitants by contributing to the development of the trade which they are here to foster. A larger volume of commerce means greater wealth to the people, and the greater wealth of the people contributes to the general welfare of the country. As each is an entity in the mass which makes up the sum total of all, when the country is benefited its people likewise derive all the advantages which are accrued to that country. In the hope that Hongkong may continue in its march of progress and that individual wealth will be accumulated to the citizens of this important outpost of our Empire we wish one and all

A HAPPY AND A PROSPEROUS NEW YEAR.

LOCAL AND GENERAL.

MONDAY being a public holiday there will be no issue of the *Hongkong Telegraph* on that day.

OWING to an interruption of one of the cables to Singapore there is at present some delay on telegrams exchanged with the Straits, Java, India, &c., and with Europe via Eastern.

H. E. the Governor has been pleased to accept the resignation by Captain Owen Ordish of his Commission in the Hongkong Volunteer Corps, in view of this officer's departure from the Colony.

THE King has not been advised to exercise his power of disallowance with respect to the Ordinance to apply a sum not exceeding five million eight hundred and thirty-five thousand four hundred and seventy dollars to the public service of the year 1905.

A CHINESE sailor from the s.s. *Nonam*, running between this port and Canton, was this morning fined \$500 for attempting to smuggle a quantity of opium into the Colony. A large quantity of lamps and opium pipes were also found in his possession. Mr. Hazeland, who tried the accused, remarked that it was the worst case that had come before his notice.

AFTER an interval of some weeks the fire dead got busy yesterday, and about two o'clock in the morning a report of a fire was turned in to the Brigade. Under Mr. E. R. Lalliax and Mr. H. G. Baker, the members soon had the fire, which had broken out in the house of a Chinese, in Wing Kai Street, under control, but not before two floors were completely gutted. The lower floor was empty, but the first floor had contained some boxes of piece-goods which were buried to cinders. One of the inmates claimed that she had on the premises some \$4000 gold worth of jewellery which was uninsured. The origin of the fire could not be ascertained, though it is believed to have been the careless use of a fire for cooking purposes.

YESTERDAY was "Rizal Day," and was celebrated solemnly among the Filipinos in this Colony, and we learn that great preparations were being made for a fitting celebration of the anniversary of the death of "Filipino Martyr, Rizal." Dr. José Rizal was a Filipino of some attainments, and was a poet and novelist of some merit, but in the zenith of his fame his downfall was brought about by a novel he wrote in or about 1895, "Noli me tangere," in which he violently attacked the Friars in the Philippines, blaming them solely as the source of all the troubles in that archipelago, and accusing them of all sorts of crimes. As a result of this publication, the Church in the Philippines then being the real governing power, Dr. Rizal was arrested, and after a mock trial, was taken out, and publicly shot on the Luneta in Manila, on December 30th, 1896, the Filipinos thereafter proclaiming him a hero and martyr.

NAVAL NOTES.

H.M.S. *Ocean*, the flagship of Rear-Admiral Curzon-Hew, arrived from Weihaiwei this morning and exchanged the usual salutes with the port.

H.M.S. *Vengeance* left for Miss Bay yesterday and is likely to remain there for some time. She may proceed to the South at an early date, in which event it is possible she may not return as her commission expires very shortly.

H.M.S. *Centurion* arrived this morning from Weihaiwei, and took up her position at the naval anchorage.

H.M.S. *Hoque* arrived this morning from home to relieve the *Cressy* on the China station. She is a 1st class armoured cruiser of 12,000 tons, built at Barrow in 1901. The new cruiser for China, has a speed of 21 knots and has a complement of 745.

H.M.S. *Ranier* paid off into the Reserve this morning, and is now being dismantled at the Naval Depot.

The U.S. cruiser *Cincinnati* left the harbour this morning en route to the United States.

FUNERAL OF LT. COMMANDER JELICOFF. The funeral of Lieutenant-Commander E. F. Jellicoff, of the torpedo boat destroyer *Whiting*, whose supposed suicide took place on board his vessel yesterday, as already recorded, takes place this evening, with full naval honours, the place of incineration being the Protestant Cemetery at the Happy Valley. All naval flags, ashore and afloat, are today placed at half-mast, out of respect to the memory of the deceased.

THE ANNUAL BALL AT KOWLOON DOCKS.

The annual ball given by the European employees of the Hongkong and Whampoa Dock Company, Limited, took place at the Docks last evening. There was an exceptionally large attendance, and the gathering proved unquestionably the most enjoyable and successful yet held under the same auspices. The marking-off of the ball was, by the aid of many deft and artistic decorators, transformed into a really handsome ball room, being one hundred and twenty feet long, by sixty-five broad, and the floor waxed and polished to perfection. The room was brilliantly illuminated by means of five powerful arc lamps, whilst the walls were charmingly decorated with flags of all nations, and descriptions interspersed with foliage designs and happy New Year greetings. At the head of the room was a pretty device extending in small electric lamps "Best wishes for 1905," whilst in smaller lights "1904" picked out in colours sorrowfully announced the close of the year. Dancing commenced at half past eight to the strains of the really excellent band of the Royal West Kent Regiment, the full programme being as under:—

Lancers.....	Coon Songs.
Waltz.....	Toreador
Circassian Circle.....	Karley
Calcedonians.....	1st Set
Barn Dance.....	Happy Dances
Eightime Reel.....	The Dell Among
Waltz.....	the Tailors
Lancers.....	La Svengali
Highland Schottische.....	The Country Girl
Quadrille.....	Money Musk
Waltz.....	Agnes Sorel
Calcedonians.....	Mondnacht am Rhein
Barn Dance.....	Dusky Minstrels
Lancers.....	The Mikado
Waltz.....	Luna
Eightime Reel.....	Fairy Dance
Schottische.....	Rosie
Lancers.....	The Geisha
Waltz.....	Sobre Las Olas
Calcedonians.....	1st Set
Two Set.....	Mosquito's Parade
Lancers.....	Pick o' the Basket

The general arrangements had been most carefully thought out and were as carefully carried out, there being nothing wanting to ensure the comfort of the 300 odd guests present. The officials in charge were Mr. J. Lambert (Honorary President) Mr. T. Neave (President), Committee: Messrs. W. Taylor, J. Parkes, W. Davison, R. H. Baxter, D. Purvis, H. S. Wynne, and R. H. Kinross, with Mr. M. Stewart officiating as honorary secretary assisted in the same line by Mr. R. Lapsley. The numerous duties of Masters of Ceremonies were efficiently discharged by Mr. Neave and Mr. Kinross.

Supper was served shortly after midnight in the reading and billiard room, which had also been made to wear a most gay and festive appearance. The principal decorative effect was a pretty representation of the Dock Company's flag, the initials being most effectively worked out in small parti-coloured electric globes. At the close of the repast, Mr. W. B. Dixon (Chief Manager of the Company), who presided, proposed the health of the King which was drunk with every honour. Mr. Newman Mumford next proposed the health of the staff of the Dock Company.

Mr. Dixon briefly replied, and in the course of his speech, remarked that whatever the staff of the Company took in hand, whether it was the building of a big steamer or the giving of a ball, other entertainment they could always be relied upon to do it well. Mr. R. Mitchell, M.L.N.A., proposed the visitors, a toast which was drunk with much enthusiasm. Mr. E. O. Murphy having responded in felicitous terms, an adjournment was made to the ball room, and dancing resumed. The party which was a particularly happy and merry one, did not break up until four o'clock this morning, special launches being run to convey guests back to Hongkong.

SHIPPING AND MAILS.

MAILS DUE.

Australian (*Taiwan*) and prox.
Indian (*Catherine Apat*) and prox.
German (*Syllab*) 3rd prox.
German (*Bayern*) 4th prox. 6 p.m.

The C. N. Co.'s s.s. *Taiwan* from Australian Ports left Manila yesterday p.m., and is due here on prox.

The Imperial German Mail s.s. *Bayern* carrying the German Mails with dates from Berlin of the 6th inst. left Singapore on Friday at 4 p.m., and may be expected here on 4th prox. at 6 p.m.

WATSON'S
BALSAM
OF
ANISEED

is not a cure all, but

IT DOES CURE

A COUGH,

and that right speedily.

A. S. WATSON & Co.,
LIMITED,
THE HONGKONG DISPENSARY.

ALEXANDRA BUILDINGS.

Hongkong, 10th December, 1904.

WINE
AND
SPIRIT MERCHANTS,

HONGKONG,

44, QUEEN'S ROAD CENTRAL,

FIRST FLOOR,

(WM. POWELL & Co's old premises).

Specially

Recommended:

Per case, quarts.

Chateau La Tour Marceau ... \$9.00
(a fine full flavoured claret).Chateau Haut Vigneau ... 18.00
(a splendid after dinner wine).Chateau La Tour de l'Île ... 18.00
(a white wine of exceptional bouquet).

N.B.—All our Wines and Spirits are bottled at

home, thereby ensuring to our Customers

all the advantages accruing from bottling

done at home under the direct supervision

of the Growers and Distillers as compared

with bottling done in China by Chinamen

at the service of European houses.

10th December, 1904. 1905-6

Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.

CHINA MUTUAL STEAM NAV. CO., LD.

JOINT SERVICES.

TAKING CARGO THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH-AMERICAN, WEST AUSTRALIAN, JAVA AND SUMATRA PORTS.

MONTHLY SAILINGS FOR LONDON AND CONTINENT.

MONTHLY SAILINGS FOR LIVERPOOL.

OUTWARDS.

FROM	STEAMERS	Due
GLASGOW and LIVERPOOL	"PRIAM"	31st December.
GLASGOW and LIVERPOOL	"WRAVCASTLE"	3rd January, 1905.
GLASGOW and LIVERPOOL	"GLAUCUS"	11th January, "
GLASGOW and LIVERPOOL	"AJAX"	16th January, "
GLASGOW and LIVERPOOL	"TYDEUS"	24th January, "
GLASGOW and LIVERPOOL	"PAKLING"	25th January, "
GLASGOW and LIVERPOOL	"IDOMENEUS"	26th January, "
GLASGOW and LIVERPOOL	"PROMETHEUS"	31st January, "

S.S. "PRIAM" left Singapore at daylight on the 24th inst., and may be expected to arrive here about the 31st.

HOMEWARDS.

FOR	STEAMERS	To sail
AMSTERDAM, LONDON & ANTWERP	"MOYUNE"	3rd January, 1905.
AMSTERDAM, LONDON & ANTWERP	"BYSON"	17th January, "
AMSTERDAM, LONDON & ANTWERP	"HECTOR"	23rd January, "
AMSTERDAM, LONDON & ANTWERP	"PRIAM"	31st January, "
AMSTERDAM, LONDON & ANTWERP	"GLAUCUS"	16th February, "
AMSTERDAM, LONDON & ANTWERP	"AJAX"	20th February, "
AMSTERDAM, LONDON & ANTWERP	"IDOMENEUS"	28th February, "

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	To sail
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA.	"TYDEUS"	27th January.

For Freight, apply to

BUTTERFIELD & SWIRE,

AGENTS.

Hongkong, 31st December, 1904.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	To sail
MANILA	"TAMING"	3rd January.
KOBE	"TAIYUAN"	3rd "
NINGPO and SHANGHAI	"KWEILIN"	5th "
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE.	"TAIYUAN"	20th "

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.

† Taking Cargo on through Bills of Lading to all Yungtze and Northern China Ports.

‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

N.B.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS. (SEE SPECIAL ADVERTISEMENT.)

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

AGENTS.

Hongkong, 31st December, 1904.

Hongkong-Manila.

Highest Class, newest, fastest and most comfortable Steamers between Hongkong and Manila—Saloon staterooms—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried. —All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captain	For	Sailing Dates
ZAFIRO	2540	R. Rodger	MANILA	SATURDAY, 7th Jan., 1905, at 10 A.M.
RUBI	2540	R. W. Almond	"	SATURDAY, 14th Jan., at 10 A.M.

For Freight or Passage, apply to

SHEWAN, TOMES & CO., GENERAL MANAGERS.

Hongkong, 31st December, 1904.

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK VIA SUEZ CANAL.

(With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS.

Steamship	About
"RAS ISSA"	20th January, 1905.

For Freight and further information, apply to

SHEWAN, TOMES & CO.,

General Agents.

Hongkong, 30th December, 1904.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA.

PORTLAND, OREGON.

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To sail at Daylight on
"NICOMEDIA"	4,370	Wagner	January 9th, 1905.
"NUMANTIA"	4,370	Brehmer	January 31st, "
"ARABIA"	4,483	Bable	February 2nd, "
"ARAGONIA"	5,198	Schuld	March 12th, "

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, General Agent.

TSANG FOO & CO.

COAL MERCHANTS AND STEVEDORES, 245, DES VOUX ROAD.

SHIPS Coaled from alongside at the shortest notice, and with all possible dispatch.

Refer to Manager, Telephone No. 320.

1st October, 1904.

NOTICE.

BOO SHEONG, of No. 22, Pottinger Street, has always at hand

FIRST-CLASS WRITING AND PRINTING

PAPERS, AND STATIONERY

of every variety.

Hongkong, 24th November, 1904.

Shipping—Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

AUSTRALIAN LINE.

REDUCTION IN PASSAGE RATES.

From 1st January, 1904.

ALSO REDUCED FARES TO MANILA AND RETURN.

STEAMERS fitted throughout with Electric Light, First Class Accommodation. Unrivalled Table. Duly qualified Surgeon carried.

BUTTERFIELD & SWIRE, Agents.

Hongkong, 1st February, 1904.

STEAM TO CANTON.

THE New Twin Screw Steamers

Tons Captain

"KWONG CHOW" 1,309 J. P. MARTIN.

"KWONG TUNG" 1,238 H. W. WALKER.

Leave Hongkong for Canton at 8.30 Every Evening (Saturday excepted).

Leave Canton for Hongkong about 5 o'clock Every Evening (Sunday excepted).

These Five New Steamers have unexcelled Accommodation for First Class Passengers and are lit throughout by Electricity.

Passage Fare—Single Journey \$4

Meals (Each) 1

The Company's Wharf is a Short Distance West of the Harbour Master's Office.

SHIU ON S.S. CO., LD., and

YUEN ON S.S. CO., LD.,

No. 8, Queen's Road West.

Hongkong, 17th February, 1904.

HONGKONG-CANTON LINE.

THE British Steamship

"YING KING."

Captain E. I. Page, of 1,088 tons, Registered, is the newest, fastest, and most luxuriously furnished steamer on the line and is lighted throughout with Electricity; hot and cold water service. The cuisine is unexcelled.

Leaving Hongkong every MONDAY, WEDNESDAY and FRIDAY EVENING, at 9 P.M., and returning from Canton every following evening at 5 P.M.

1st Class \$3.00 for Single Journey.

2nd 1.50

Meals 1.00 each.

The steamer's wharf is at the Western end of Wing Lok Street.

YUK ON S.S. CO., LD.,

No. 216, Wing Lok Street.

WEN

Canton Agent.

Hongkong, 24th June, 1904.

EXCURSION TO MACAO.

THE Splendid Steamer

will make an EXCURSION

TO MACAO, on EVERY SUNDAY,

leaving the Company's wharf at the end of Wing Lok Street, at 8.30 A.M., and returning from Macao at 7.30 P.M.

The Steamer will lay alongside the S.S. "PERSUASION" wharf at Macao.

1st Class Ticket \$2.00, with Cabin \$3.00

2nd \$1.00

Tiffin and Dinner may be had on Board at \$1 each meal.

YUK ON & CO., LD.,

S. A. NORONHA,

Macao Agent.

Hongkong, 2nd September, 1904.

HONGKONG-MACAO LINE.

S.S. "WING CHAI"

Captain T. AUSTIN, R.N.R.

THIS Steamer departs from Hongkong on

Week Days, at 8 A.M. and on Sun-

days at 8.30 A.M. Departs from Macao on Week

Days at 2.30 P.M. and on Sundays at 6.30 P.M.

FARES.—Week Days, 1st Class, including

Cabin and servant, Single \$3; Return Ticket,

\$5; 2nd Class, \$1; 3rd Class, 50 cents.

Every Sunday will be an Excursion, at the

following rates:—1st and 2nd Class, Single

Ticket, \$1; Return, \$2; 3rd Class, Single,

50 cents; Return, 50 cents; Steerage, 10 cents.

TIFFIN AND DINNER can be supplied

either on Board, or at the Macao Hotel, for

returning passengers only, at an extra charge

of \$2.

On Sundays, passengers desiring to have a

Private Cabin which has accommodation for

two or more passengers, will be charged \$3

extra.

First Class Passengers, who do not care to

return on the Excursion Sunday, will be allowed

to do so the following day (Monday) on pro-

duction of the Return Half Ticket. Should

the Steamer not run on the Monday, owing to

the Boiler cleaning, due notice will be given

by the Captain, and the Half Ticket will be

available for the following day.

The Steamer is lit throughout by Electricity.

The Steamer's wharf at Hongkong is at the

Western end of Wing Lok Street.

MING ON & Co.,

2nd Floor, No. 16, Victoria Street.

Hongkong, 5th November, 1904.

REGULAR STEAMSHIP SERVICE

TO NEW YORK,

VIA PORTS AND SUEZ CANAL,

(With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG.

1904. About

"GHAZER" 25th Jan., 1905.

"SATSUMA" 5th Feb., "

For Freight and further information, apply

DODWELL & Co., LIMITED,

Hongkong, 30th December, 1904.

Shipping—Steamer.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

"LAISANG."

Captain E. J. Tadd, will be despatched as

above, on WEDNESDAY, the 4th January, at

3 P.M.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,

General Managers.

Hongkong, 28th December, 1904.

Consignees.

PACIFIC MAIL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES OF CARGO per Steamship

"KOREA."

The above Steamer having arrived, Consig-

nees of Cargo are hereby requested to send in

their Bills of Lading for countersignature, and

to take immediate delivery of their Goods from

alongside.

Cargo impeding discharge and undelivered

by TUESDAY, the 3rd proximo, at Noon,

will be landed and stored at Consignees' risk

and expense.

No Fire Insurance will be effected.

E. W. TILDEN,

Agent.

Hongkong, 30th December, 1904.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES OF CARGO per Steamship

"COPTIC."

The above Steamer having arrived, Consig-

nees of Cargo are hereby requested to send in

their Bills of Lading for countersignature, and

to take immediate delivery of their Goods from

alongside.

Cargo impeding discharge and undelivered

by FRIDAY, the 30th instant, at Noon,

will be landed and stored at Consignees' risk

and expense.

No Fire Insurance will be effected.

E. W. TILDEN,

Agent.

Hongkong, 27th December, 1904.

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM ANTWERP, MIDDLESBRO, LONDON AND STRAITS.

THE Steamship

"GLENLOGAN."

having arrived from the above Ports, Consig-

nees of Cargo by her are hereby informed that

their Goods are being landed at their risk into

the Godowns of the Hongkong and Kowloon

Wharf and Godown Company, Limited, at

Godown Company's wharf at Macao.

Goods not cleared by the 5th proximo will

be subject to rent.

No Fire Insurance will be effected.

All damaged packages must be left in the

Godowns, and a certificate of the damage ob-

tained from the Godown Company within

ten days after the steamer's arrival, after which

no claims will be recognised.

Bills of Lading will be countersigned by

McGREGOR BROS. & GOW,

Hongkong, 27th December, 1904.

AMERICAN ASIATIC STEAMSHIP CO.

NOTICE TO CONSIGNEES.

FROM NEW YORK, VIA CAPE OF GOOD HOPE.

THE Steamship

"MASSAPEQUA."

Captain H. Scott, having arrived from

the above Ports, Consignees of Cargo are

hereby informed that their Goods are being

landed at their risk into the Godowns of the

Wanchai Stevedoring Co., at Wanchai, and stored

at Consignees' risk and expense.

Verwunder: Commercial Intelligence

Verwunder: Commercial Intelligence

...made as to the Superior Work
...Materials of the Furniture, &c.
...S. Watson & Co. write a
...H. M. 33
...W. O. D. C. ...
...Disparity and gave us every assistance

